

## GERMANS IN TEXAS

That Southern Climate  
Has Not Hurt Them.

What They Have Done for the State  
Since the Year 1848—Great  
Convention to be Held.

Few people even in the United States are aware of the fact that there is large section of Texas in which German immigrants settled in the forties, and in spite of the general belief in the South that they could not work in the southern climate, have become the most successful agriculturists of the South. This large German population will hold on October 4 a general convention advancing the interests of the German people.

As an aid to the practical side of this German-Texas congress, it has been decided to rescue and preserve the story of German history in Texas. In this topic the congress will find a rich field for its labors, for the stirring epoch of German history-making in Texas did not end with the establishment of the early towns of Fredericksburg, Sinterdale, and New Braunfels by the pioneer band of restless German spirits who came to this country with Prince Solms Braunsfels in 1845.

The German in Texas had a subsequent history, equally stirring as that of the venturesome vanguard that crossed the sea in 1845, or those who fled after the revolutionary period of 1848. The Germans have been making history ever since, or rather, have been moulding character, which, after all, directs the destiny of a state's history. Beginning in the forties, they pushed northward the lines of civilization, redeeming from the savage all of the highland country known as the Texas Alps, the heart of which is the German burg Comfort, and the westernmost boundary the hills of Fredericksburg.

For ten or fifteen years following they were the best Indian fighters of the state. Fearless, hardy, and splendid marksmen, they were the best element in the early Texas Rangers. In this English-speaking country this fact has been overlooked, but an inspection of the records shows that there were entire German companies of Indian fighters and Germans in every company. During this period they were the teamsters, the "common carriers" of the new state. They were the long wagon trains that carried the freight from the then important seaport of Indianola as far inland as San Antonio, and from thence westward to Mexico, and into the mountains to the German communities that had been built up in the highlands.

It is characteristic of the two nations: The Americans were the owners of the fast stage-coach lines. The drivers were Americans, with here and there a German at the lines as if by the merest accident. Theirs was the swift pace. The Germans were the owners of the vast lines of mule freight trains. The drivers were Germans. Theirs was the steady, solid work. It was work that required accuracy and solidity, and no people were better adapted for this hazardous task than the German pioneers of those days.

By the time that the civil war broke out the German population of Texas was considerable, and its moral influence and weight of numbers showed itself to a marked degree in the brilliant campaign of Gen. Sam Houston, that almost wrested Texas from the secession movement.

The Germans, though largely agricultural in pursuit, detested slavery, and with few exceptions disdained to hold black human chattels. The proposition was incompatible with their sense of justice and liberty, and thus when Gen. Sam Houston made his exciting canvass for Governor on an understood programme of union and human freedom, the German vote was on his side.

In the war that followed the German soldiers in the Confederate ranks were conscripts, and the Texas volunteers in the Union army were largely Germans, who made their way to New York through the seaports of Mexico. In the succeeding peace Germans have wrought another remarkable change in Texas. Thrifty and hard-working, they have proven excellent agriculturists, while their generally good primary education, together with a certain trait of refinement, have made them by far the most desirable class of immigrants. They have always been welcomed, and thus in a period of less than two decades they have transformed the great plains for a hundred miles from the coast inland from stock pastures into agricultural fields. They are steadily encroaching on the stock industry of the state, and the almost pathetic tone in which the "aggression of the man with the hoe" is discussed at the annual stockman's conventions is an unwilling tribute to the history-making of the German immigrants in Texas today.

This positive commercial evolution

does not appear at once to be a great epoch in the history of a state, because it is gradual and peaceful, yet it shapes its destiny in that it gives new conditions and new ambitions. Peaceful as it is, it is the most important epoch in the history of Texas since her emergence out of the Latin into the Anglo-Saxon civilization, and to the Germans largely belongs the credit.—St. Louis Globe Democrat.

## CARRIED A COFFIN.

REDDING, Sept. 15.—A sad and peculiar bridal party left Redding Wednesday afternoon. The principals were Charles Tupper and the young woman to whom he had been united in marriage the afternoon previous. On the following day, while preparing to start on the 50-mile drive to their home, they received the sad intelligence that Richard Riley, the grandfather of the bride, had committed suicide by hanging. So, loading a coffin in their wagon, the saddened bridal party started for home.

## BIG LOSS OF LIFE

By Floods in Austria and Germany

Fifteen Persons Perish by Being Carried Down on Bridges Wrecked by Turbulent Rivers.

MUNICH, Sept. 14.—The new Prince Regent bridge here collapsed this afternoon, in consequence of a rise of the River Isar, which is still at flood level. There were no casualties.

SALZBURG (Austria), Sept. 14.—Part of this city and places in the vicinity have been flooded. Troops have been called out to render assistance. The water is now subsiding slowly.

BERLIN, Sept. 14.—The floods are causing widespread damage in Southern Germany and Austria. The northern part of Zwickau is inundated. Owing to the undermining of the railway bridge over the Isar, between Muelldorf and Rohrbach, a train fell into the river and five persons were killed. All the tributaries of the Danube are flooded. A bridge over the Swarza, at Payerbach, collapsed, and ten persons were carried away.

LONDON, Sept. 15.—The "Standard" publishes the following dispatch from Vienna: The floods in Austria are most serious. No doubt not a tenth part of the damage done is yet officially reported. Nothing definite is known as to what has happened at Ischia, which is entirely cut off, all railway, telegraph and telephone communication having ceased. Many towns have been flooded. It is rumored here tonight that the water works of Vienna at Semmering Pass are in danger.

## WAR TALK IN LONDON.

LONDON, Sept. 16.—Speculation regarding the events that would immediately precede and follow hostilities with the Transvaal continues to occupy public attention. It appears that no declaration of war is necessary. The process, according to good authority, would be a proclamation by the British High Commissioner, Sir Alfred Milner, stating that the convention of London is annulled and that Queen Victoria has resumed the government of the country known as the South African Republic. The general commanding the British expeditionary forces would then be instructed to occupy the Transvaal and hold it until a fresh government is established. When the country is pacified, a commission, doubtless representing all classes of the inhabitants of the Transvaal, would be appointed to draft a new constitution.

That all this is easier said than done is quite palpable, even to the most enthusiastic Englishmen. Estimates of the strength of the Boers widely diverge. Mr. John Morley referred to them as able to put an army of 50,000 men in the field, while the War Office officials seem to think that 25,000 is all they could muster.

As a matter of fact, their strength entirely depends upon the assistance they receive from the Orange Free State and the natives, which is impossible to gauge. The present atmosphere of war has enormously stimulated army recruiting. Crowds of young men surround the offices and daily large batches take the Queen's shilling.

## ANXIOUS TO FIGHT.

CAPE TOWN, Sept. 16.—Further telegrams from Pretoria today confirm the forecast of the reply of the Transvaal to Great Britain, which does not accept the demands of the British Government as a whole. Great excitement prevails at Pretoria over the consequences which may ensue. The young Boers are asking to be led into the field immediately. It is impossible to predict what will be the situation after the delivery of the reply in London. The feeling here is that it will be impossible for the Imperial Government, and undignified upon its part, to again enter upon an interchange of arguments. The Royal Munster regiment has arrived here.

## THE BELGIAN KING

With Eight Hundred Men  
for Manila.

Has Remaining Seven Companies of Thirty-fourth Regiment on Board—Joe Wheeler's Son an Officer.

(From Monday's Daily.)

The United States army transport Belgian King, from San Francisco with troops for Manila, docked at Oceanic wharf at 7 o'clock yesterday morning. She brings seven companies of the Thirty-fourth Regiment United States Volunteers and thirty recruits for the regular army in the Philippines.

The other five companies of the Thirty-fourth Regiment with the headquarters and band were on the transport Columbia, which passed through here last week.

Companies A, B, C, D, I, K and M, making a total of 745 men, are on the Belgian King and the following officers: Lieut. Col. Howze, U.S.V., commanding; Lieuts. Barnes and Shaw, adjutants; Majors W. A. Shunk and Joe Wheeler, Jr.; Captains Carr, Calverly, Sullivan, Rice, Lieuts. Green, Gibson, Newton, Dietrich, Matson, Montgomery, Dorrington, Lyles, Dunn, McAllister, Rittenhouse, Corliss, Hirst and Peterson; Lieut. Day, commissary; Capt. Green, quartermaster; Lieut. Coleman, quartermaster of ship; Major Shellenberger, U.S.V., surgeon; Lieut. Bell, U.S.V., assistant surgeon.

The Belgian King sailed from San Francisco September 16 at 5:30 p. m., and, if coaling is completed, will leave for Manila at 10 o'clock this morning. She will take 300 tons of coal.

The Thirty-fourth Regiment was recruited in Denver. Many of its officers are Cuban campaigners. Lieut. Col. Howze received promotion for gallantry in action off Santiago. Lieut. Day was with Roosevelt's Rough Riders at San Juan and was wounded severely. One of the officers on board the Belgian King is Major Joseph Wheeler, son of the famous "Fighting Joe."

The men were ashore yesterday in white cotton duck suits, clean and cool-looking, and are reported to be quite a model lot by the ship's officers on board. They were at the Presidio some two weeks before their departure from San Francisco.

## HAWAIIAN STOCK EXCHANGE.

Honolulu, H. I., Sept. 25, 1899.  
Bid—Ewa, \$29.50; Hawaiian Sugar Co., \$22.25; Honoumuli, \$162.50; Kihel, paid up, \$39.50; Kona, assessable, \$30; McBryde, \$3.75; Oahu, paid up, \$185; Olan, assessable, \$27.50; Olan, \$14; Pioneer, \$245; Waialua, paid up, \$145; Hawaiian Govt. 6 per cent bonds, \$102.25; Govt. 5 per cent bonds, \$100; Postal Savings 4 1/2 per cent, \$95; Oahu R. & L. Co., \$160.  
Asked—Am. Sugar, assessable, \$90; Am. Sugar, paid up, \$135; Ewa, \$31; Hawaiian Com. & Sugar Co., \$100; Hawaiian Sugar Co., \$225; Honoumuli, \$165; Honokaa, \$34; Kahuku, \$170; Kihel, \$225; Kona, \$40; Maunaloa, \$20; McBryde, assessable, \$3.90; McBryde, paid up, \$19; Nahiku, \$1; Oahu, assessable, \$140; Oahu, paid up, \$200; Oolaka, \$21; Olan, assessable, \$35; Olan, paid up, \$15; Olowalu, \$170; Pacific, \$305; Pioneer, \$255; Waialua, assessable, \$155; Waimea, \$125; Hawaiian Electric, \$200; Hon. R. T. & L. Co., \$80; Kona Kau T. & T. Co., \$32; Oahu R. & L. Co., \$160; Hon. Brew. & Malt Co., \$8. Session Sales—Twenty-five Kihel, \$5.25.  
Outside Sales Reported—Ten Kahuku, \$160; 145 Ewa, \$30; 100 Kihel, \$5.

## CAPTAIN LEARY AT GUAM.

WASHINGTON, Sept. 14.—Captain Leary, the Governor-General of the Island of Guam, has reported his arrival at his post on the steamer Yosemite, under date of August 7th. The collier Brutus and the surveying ship Nero have arrived at the same island, August 13th and September 7th respectively.

## PLAGUE IN SOUTH AFRICA.

CAPE TOWN, Sept. 14.—In the Cape House of Assembly today the Premier, W. P. Schreiner, admitted that there had been 42 deaths from bubonic plague at Magde, near Lorenzo Marquez, Delagoa bay. He said that every person attacked had succumbed to the disease.

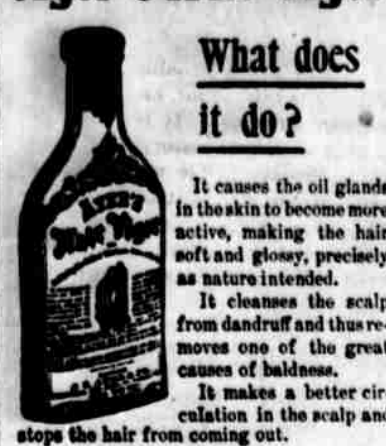
## PACIFIC CABLE BOARD.

LONDON, Sept. 13.—The Colonial Office is in receipt of cablegrams announcing that arrangements are being made for the immediate appointment of Australia's representatives on the London executive board of the Pacific Cable Company.

## A CALIFORNIA PIONEER DEAD.

NEW YORK, Sept. 14.—Elihu Hyatt, a California pioneer and a prominent free thinker, died last night, aged 85. He went to San Francisco in 1845 and was interested in mining. He returned to New York in 1869.

## Ayer's Hair Vigor



What does  
it do?

It causes the oil glands in the skin to become more active, making the hair soft and glossy, precisely as nature intended.

It cleanses the scalp from dandruff and thus removes one of the great causes of baldness.

It makes a better circulation in the scalp and stops the hair from coming out.

It prevents and it cures baldness.

PREPARED BY  
Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

HOLLISTER DRUG CO., Agents.

## LOCAL BREVITIES.

No change in sugar quotations. Dr. J. Wight and wife of Kohala are in the city.

E. B. Barthrop has resigned his position with the Hollister Drug Co.

Senator A. Hocking, manager of the Nahiku plantation, came over from Maui last night.

General Hartwell will be accompanied on his trip to the Mainland by his two daughters.

A new line of chiffoniers, china cloths and bookcases at J. Hopp & Co's. See advertisement.

J. S. Canario will erect a 2-story building on the corner of Church and Front streets, Hilo.

Norman Gedde has been accepting congratulations this week on the advent of a daughter.

The Hilo hospital now uses economical candles instead of the more luxurious electric light.

Light wine and beer licenses have been granted to W. A. McKay of Kukuhaele and John De Mello of South Kona.

Most of the Hilo lawyers who have been attending the present term of the Supreme Court will get away on the Kinau.

Now that Dr. Herbert has returned, Dr. Humphris will take a vacation of a month, which he will spend in British Columbia.

H. St. Goar and wife, J. W. Ruas and B. F. Dillingham got away on the Mauna Loa yesterday for Kihel and Olan plantations.

J. Campbell, H. St. Goar and wife and others are booked to leave on the Kinau for Olan and Puna.

It is understood there will be some developments in the matter of selling delinquent Kamalo stock before the sale actually commences.

The stable of the Dowsett residence at Palama was burned down about noon yesterday. The firemen prevented damage to adjoining property.

George H. Ruttman was released from jail yesterday afternoon. President Dole having signed the pardon granted him by the Council of State.

Lucas Brothers have the contract for moving the big Peacock house at Waikeiki to another portion of the same lot, to make room for the Moana Hotel.

E. C. Macfarlane has been granted a retail spirit license for the Waikiki annex to the Hawaiian Hotel on the same terms that were exacted in the Moana Hotel license.

A new carriage firm will occupy the two storerooms and a large rear warehouse of the Day building now being erected next to the Fire Department building on Beretania street.

The Coyne-Mehrtens Furniture Co. has been permitted to augment their staff of upholsterers on account of the large quantity of work piling up. They are now in a position to turn out work cheaper and in less time than ever.

Pacific Mail Steamship Co.  
Occidental & Oriental Steamship Co.  
AND  
Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

## FOR JAPAN AND CHINA:

RIO DE JANEIRO ..... SEPT. 26  
COPTIC ..... OCT. 6  
AMERICA MARU ..... OCT. 13  
CITY OF PEKING ..... OCT. 21  
GAELIC ..... OCT. 31  
HONGKONG MARU ..... NOV. 8

## FOR SAN FRANCISCO:

AMERICA MARU ..... SEPT. 19  
CITY OF PEKING ..... SEPT. 29  
GAELIC ..... OCT. 7  
HONGKONG MARU ..... OCT. 14  
CHINA ..... OCT. 24  
DORIC ..... OCT. 31  
NIPPON MARU ..... NOV. 16  
RIO DE JANEIRO ..... NOV. 17

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FOR TIME KEEPING.

Should be in the pocket of every  
wearer of a Watch.

Many years' handling of Watches  
convinces us, that price considered  
The Elgin is the most satisfactory of  
American Watches.

Cased in . . .  
NICKLE, SILVER, GOLD FILLED  
AND SOLID GOLD.

We have a full line and sell them  
at right prices.

ELGINS reach us right.

ELGINS reach you right.

Elgins stand for what is right in  
time keeping and lasting qualities,  
and that is why we are right in pushing  
the Elgin Watch.

H. F. WICHMAN  
BOX 342.

Wilder's Steamship Company  
—LIMITED—

## TIME TABLE

S. S. KINAU,

FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.  
NOTICE—CHANGE IN SAILING OF  
STEAMER KINAU.

Commencing on or about October 2nd, next, the steamer Kinau will sail for Kuanakakai, Lahaina, Maunaloa Bay, Kihel, Makana, Kawaihae, Mahukoua, Laupahoehoe and Hilo, as follows:

Leaving Honolulu at 1 p. m. on Mondays, Fridays and Wednesdays, arriving at Hilo the following afternoons.

Leaving Hilo at 2 p. m. on Wednesdays, Mondays and Fridays, arriving at Honolulu the following evening.

Freight will be received at Honolulu at the Kinau wharf on the day previous to sailing and on sailing days up to 12 m., for Makana, Kawaihae, Hilo, Papekou, Pepeekeo and Honoumuli.

Freights for Lahaina, Kihel and Mahukoua and from Kawaihae and Makana will be taken by the steamer Kinau Hou, sailing from Honolulu on Mondays at 5 p. m. The Kinau will not take freight for ports other than those indicated above.

S. S. CLAUDINE,  
CAMERON, Master.

MAUI.  
Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kahului, Nahiku, Hana, Hamoa and Kipahulu, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

## S. S. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.  
Sails every Monday for Kuanakakai, Kamalo, Maunaloa, Kapaemahu, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT,  
President,  
S. B. ROSE,  
Secretary,  
CAPT. T. K. CLARKE,  
Port Supt.



AT THE GAZETTE OFFICE

Read the Daily Advertiser.